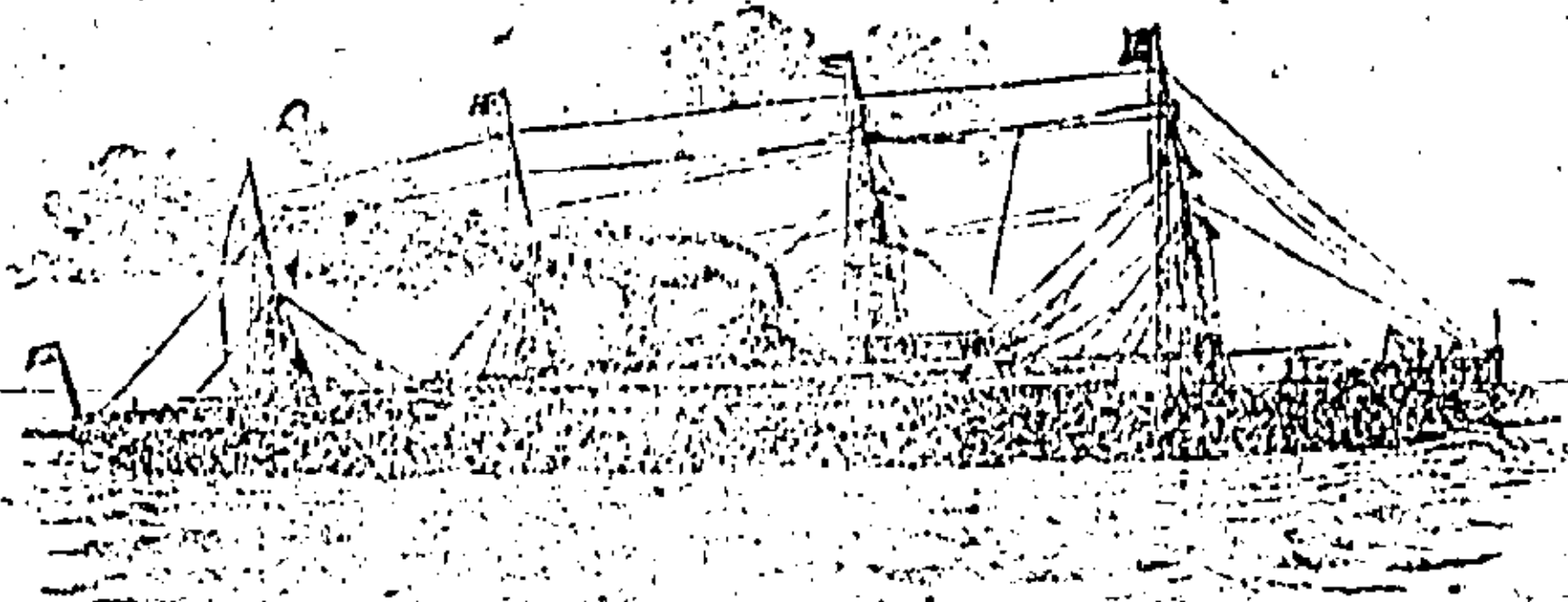


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	FRIDAY, 10th October, at Daylight.
"GALLIC"	SATURDAY, 11th October, at Noon.
"HONGKONG MARU"	SATURDAY, 18th October, at Noon.
"CHINA"	TUESDAY, 28th October, at Noon.
"DORIC"	TUESDAY, 4th November, at Noon.
"NIPPON MARU"	THURSDAY, 13th November, at Noon.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, on FRIDAY, the 10th October, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

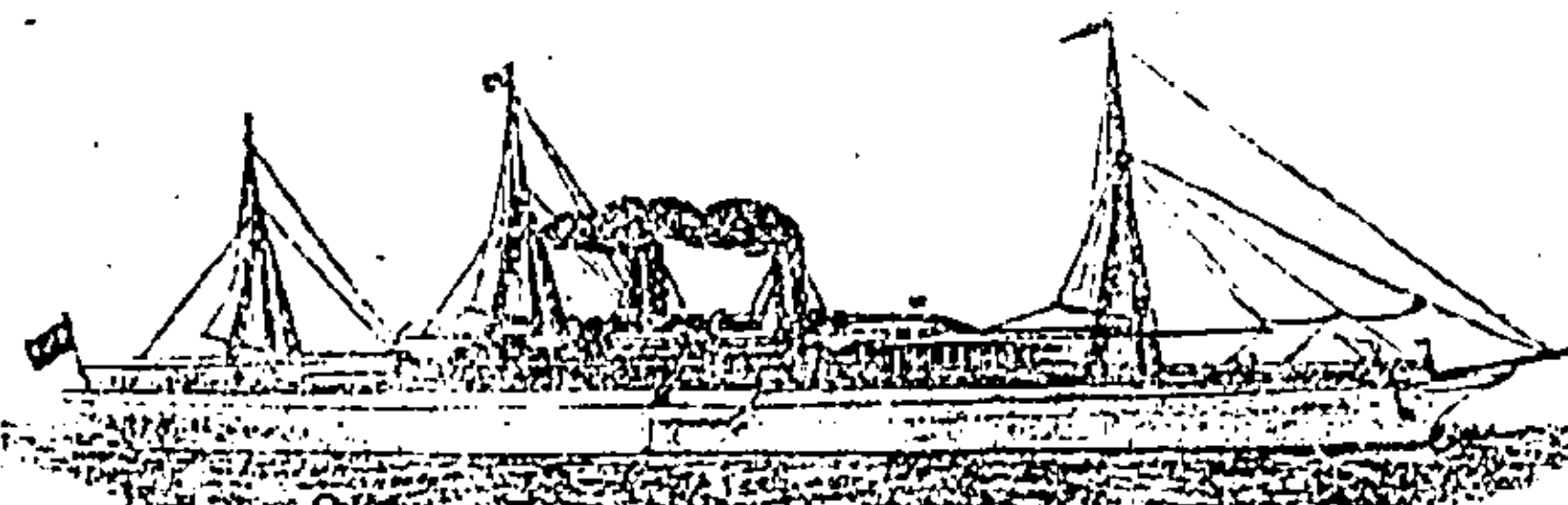
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 6th October, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 8th Oct.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd Oct.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 19th Nov.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 3rd Dec.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th Dec.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled, &c., apply to D. E. BROWN, General Agent, Piddler's Street.

Hongkong, 24th September, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SILVIA	HAVRE and HAMBURG.	22nd Oct.	Freight.
Behrens	(Calling at SINGAPORE, RANGOON & COLOMBO).	6th Nov.	Freight.
SAXONIA	HAVRE and HAMBURG.	19th Nov.	Freight.
Jaeger	(Calling at SINGAPORE and PENANG).	3rd Dec.	Freight.
SERBIA	HAVRE and HAMBURG.	17th Dec.	Freight.
Brehmer	(Calling at SINGAPORE and COLOMBO).	31st Dec.	Freight.
MARBURG	HAVRE and HAMBURG.		
Niedermeyer	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.		
Rorck	(Calling at SINGAPORE and COLOMBO).		
ALESIA	HAVRE and HAMBURG.		
Schonfeldt	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 2nd October, 1902.

Intimations.



NOTICE.
TENDERS will be received at this Office until NOON of THURSDAY, the 9th October, 1902, for the Purchase of the Boiler and Engines of the Launch "LILY" which is lying off the Public Works Store, at Wanchai. The Boiler and Engines are to be removed by the Purchasers.
Tenders are also received for the Purchase of the Hull, which has been condemned by the Government Marine Surveyor as being unseaworthy.
For full Particulars apply at the Office of the Secretary to the Sanitary Board, "Beaconsfield."
The Government does not bind itself to accept the highest or any tender.
By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
Hongkong, 1st October, 1902. [1028d]

SANITARY BOARD.

OWNERS OF HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 31st day of OCTOBER, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Tsa Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board,
FRANCIS W. CLARK,
Secretary.
Sanitary Board Office,
1st October, 1902. [1037d]

PEKING AND TIENTSIN TIMES.

DAILY EDITION.

NOTICE is hereby given that on or about OCTOBER 1ST, 1902, the "PEKING AND TIENTSIN TIMES" will be issued DAILY as well as WEEKLY.

The Daily Issue will be Crown size of 8 or more Pages with 3 Columns of Printed Matter on each page (about the size of the North China Herald, or Celestial Empire).

TERMS:
(Exclusive of Postage)
Yearly \$20
Half-Yearly 10
Quarterly 5
Monthly 2
Per Issue 10 cents.

Tariff of Advertisements on application.

HEAD OFFICE:
THE TIENTSIN PRESS.
26th September, 1902. [1008d]

NOTICE OF REMOVAL.

WE have REMOVED This Day our Business to ZETLAND STREET, No. 2.
HEUERMAN, HERBST & CO.
Hongkong, 29th September, 1902. [1011d]

NOTICE.

THE undersigned have been instructed to offer for sale, privately, Sundry Lots of Machinery, at the Wanchai Machinery Godown, and Engineering Establishment, Cross Lane, Hongkong.

STEAM LAUNDRY MACHINERY, MARINE SCREW ENGINES, BOILER TUBES, DRIVING ENGINES, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEEL BOILER, STEAM STEERING GEAR, STEAM HAMMER, ONE MERRYWEATHER'S PATENT STEAM FIRE ENGINE, DONKEY PUMPS, HYDRAULIC BAILING PRESS, EIGHT HYDRAULIC JACKS (new) from 6 to 20 Tons, PARKER'S PARALLEL VICES, ONE STRONG SCREWING MACHINE, FOUR NEW CAPSTANS, ONE SET PLATE BENDING ROLLERS, &c., &c., &c.

A large quantity of Angle Iron, Round and Square Steel of various sizes and Six cases of Brass Condenser Tubes, suitable for Condensing Engines.
The Engineering and Moulding Shops are in proper working order and can be sold as going concern if required.

For Further Particulars, Apply to
HUGHES & HOUGH,
Brokers and Auctioneers.
Hongkong, 3rd October, 1902. [1036d]

DRINK



UNEXCELLED.

SOLE AGENTS:
RITCHIE & Co.,
Des Vaux Road.

Hongkong, 24th June, 1902

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 9th October, 1902, at NOON, for the purpose of receiving the Report of the Directors together with the Statement of Account for the year 1901 and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 29th instant to the 9th October, both Days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 19th September, 1902. [1030d]

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE.

IT is hereby given that an EXTRA-ORDINARY GENERAL MEETING of THE CHINA BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 11th day of October, 1902, at NOON, to consider and if thought fit to pass the SPECIAL RESOLUTIONS, including those for the voluntary winding up of the Company and the appointment of Liquidators, necessary for the purpose of carrying out, pursuant to and in accordance with the Provisions of Section 149 of the Companies Ordinance Number 1 of 1865, a Provisional Agreement entered into between The China Borneo Company, Limited, and The Borneo Hardwood Company, Limited, of Number 18, Bishopsgate Street Within in the City of London having for its objects the sale by The China Borneo Company, Limited, and by The Borneo Hardwood Company, Limited, of their several undertakings to and the amalgamation of such two Companies in a new Company to be formed for such purpose.

Particulars concerning the proposed Agreement can be obtained on enquiry at the Registered Offices of the Company, Number 4, Queen's Buildings.

Dated this 26th day of September, 1902.

By Order of the Consulting Committee,

WILLIAM D. JUPP,
Acting Manager.

Hongkong, 26th September, 1902. [1007d]

WILLIAM POWELL, LIMITED.

THE FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS.

THE above-named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Road Central (opposite Hongkong Hotel), on MONDAY, the 13th October, 1902, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 30th June, 1902, Electing Directors, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 13th October both Days inclusive.

By Order of the Board of Directors,

R. G. HECKFORD,
Manager.

Hongkong, 29th September, 1902. [1014d]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 23rd October.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office,
Limited.

Hongkong, 25th September, 1902. [1001d]

WANTED.

A MANAGER for THE TAKU TUG AND LIGHTER COMPANY (LTD.), at TAKU. Applicants must state Age, Qualifications and Salary required.

By Order of the Board,

WILLIAM T. L. WAY,
Acting Secretary.

Tientsin, 20th September, 1902. [1044d]

ENGINEER WANTED.

A YOUNG MAN is wanted as ASSISTANT ENGINEER in a Factory near Hongkong. He should be a good Mechanic and have some knowledge of Millwright's work. Practical experience of Engines and Boilers is desirable.

Apply to

"H,"
C/o This Paper.

Hongkong, 23th September, 1902. [1002d]

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON
3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY OF FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRactions OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMAS,
Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 24th June, 1902

Hotels.

GO TO THE

KOWLOON HOTEL,

J. H. DOWNS,
Manager.

KOWLOON.

J. W. OSBORNE,
Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to

THE MANAGER.

TERMS MODERATE.

Hongkong, 4th September, 1902.

[1339c]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

74d]

Intimations.

INCANDESCENT GAS LIGHT.

The undersigned consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c].

Telegraphic Address: MAHINWONG, HONGKONG.

Code Used: A and A B C 4th Edition.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Leases and Specifications Prepared.

Office: 12, Beaconsfield Arcade, 1st floor.

Hongkong, 3rd October, 1902. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE AND ULCERATION

OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1898. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,

CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,

AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 75 lbs. Net ex Factory.

\$3.50 per Bag of 25 lbs.

SHEWAN, TOMES & CO.,

General Managers.

CHINESE IMPERIAL COURT AFFAIRS.

From letters received from our correspondent in the Forbidden City, we glean the following interesting affairs—

A SIGN OF THE TIMES.

On the 30th of last month, Prince Chün, the late ambassador to the German Government, whither he went to tender an apology relative to the death of the late Baron von Kettler, during the Boxer rebellion, was married to the only daughter of Viceroy Jung-lu. The Prince has already a wife; but for reasons unknown, she has been put aside, and her place has been taken by this new favourite. To those who have studied this latest move on the part of Jung-lu, and the Empress Dowager, it is feared that it is their intention to depose the present Emperor, and place this Prince on the Throne. The reason for their renewed hatred to the present Emperor is assigned to his sudden agitation for reform. Important disclosures are anxiously awaited, and the officials here are divided in opinion regarding this latest Court sensation.

As an instance of the friendliness of the Empress Dowager to Viceroy Jung-lu, it is reported that the Royal Exchequer has orders to set aside the sum of four taels daily to cover the travelling expense of Jung-lu from his own house to the Imperial palace.

THE REFORM MOVEMENT.

It may be of interest to many to know that officials connected with the reform movement and the subsequent coup d'état of 1898, are still being persecuted. The latest victim is one, Sung-Pak Loo, a senator, who has lately been arrested by the Governor of Shen Shi province. This senator fled to Shanghai in 1898 to escape the wrath of his Imperial Mistress for simply approving reform, and thinking that he was quite safe, he returned to his former place in Shen Shi, but was immediately arrested. It is, however, stated that on the matter being reported to the Empress Dowager and His Majesty, they conjointly pardoned him, but Jung-lu appeared on the scene, and with his usual speeches, gained the Empress Dowager over to his side. It is reported that it is the intention of the Viceroy Jung-lu to crush out any signs of reform, and to this end he has given orders to his myrmidons to spare no pain and trouble to root out all those who were concerned in the 1898 reform movements. The senator is now sent to duance vile for life.

THE IMPERIAL POSTAL SERVICE.

The establishment of a postal service in any country is a great benefit and convenience both to the Government of that country and to its people, the *Tung Wen Hu Pao* says. But, unless a postal service is properly and satisfactorily run and administered, its establishment will produce more harm than good. In the Empire of China all mail matters were entirely carried and transmitted by private postal services until quite recently, when a public postal service after the foreign model was established by the Government, under the name of the Imperial Chinese Post Office. The postage charged by the Imperial Chinese Post Office is much lower than that charged by the private postal services. Yet the establishment of the Imperial Chinese Post Office does not seem to have affected the business of the private postal services in the

least. The number of PRIVATE POSTAL SERVICES

is as large now as it was before the Imperial Chinese Post Office was brought into existence. Why is this? Because the people are not satisfied with the Imperial Chinese Post Office on account of the frequent delays with which the mail matter sent through the Imperial Post Office is transmitted and delivered. Hence, the people post in the Imperial Post Office those of their letters only which seem to them unimportant, and reserve for the private postal services all those letters which they want to see transmitted and delivered without the slightest delay. A resident of this port complains to us that, notwithstanding the fact that his native district is only at the distance of one day and

ONE NIGHT'S VOYAGE FROM SHANGHAI, the letters sent through the Imperial Chinese Post Office by his friends and relatives from that district frequently take more than ten days to reach him. Sometimes the delay is caused at the office at which the letters are posted. At other times the letters are detained after they have arrived at the office of their destination. A letter posted at the Post Office in his native district in the middle of the 6th moon was not delivered to him until the latter part of the 7th moon. Another letter posted at the Post Office in his native district was brought here by a steamer which arrived at this port on the 19th day of the current moon, but it was kept by the Post Office here and not delivered to him till the 24th idem. This shows that the administration of the Imperial Chinese Post Office is at fault and we venture to express the hope that the proper authorities will do something to improve the service.

LITERARY NOTES.

REVIEWS.

Mrs. Campbell Praed's *My Australian Girlhood* is a forthcoming work which should interest all our readers. It is to the earlier days of the later youth of the Colonies that Mrs. Praed's memory returns. The book is promised by Mr. T. Fisher Unwin and is profusely illustrated. Speaking of her earliest recollections, Mrs. Praed says "that was nearly 50 years ago, when Moreton Bay was still a penal settlement, and the Colony of Queensland not in existence; when Brisbane was only a river village called Brisbane Water, and its Houses of Parliament undreamed of."

Every serious student of municipal life, practical or theoretical, has long since learned the value of Albert Shaw's two books, *Municipal Government in Great Britain* and its companion volume which deals with the uses of the Continent. Mr. Shaw is a writer who speaks of what he has seen and known, and a better counsellor for those who would make a town of their village, or a city of their town does not exist. It is good news that a reprint is about to be issued by Mr. T. Fisher Unwin. The price is 7/6 net.

QUEEN'S INDIAN ROBE—Lady Curzon has received a letter from the Queen in which her Majesty says: "The Indian coronation robes you so kindly designed are perfect, and make the most brilliant effect. I am so proud at wearing an Indian dress on this great occasion. I hope you will make this known in India." This letter refers to the Indian robe worn by Queen Alexandra at the coronation ceremony in Westminster Abbey.—*Reuter*.

THE WELCOME TO THE "TERRIBLES."

In a few days time H.M. first-class cruiser *Terrible* will arrive at Portsmouth from the China station, says a home paper, and the people of Portsmouth are arranging to give them a right royal reception for the work accomplished by Capt. Percy Scott, C.B., and his gallant crew in South Africa and in China is fresh in the memory of all Englishmen. A public dinner will be given to the *Terribles* by Major W. T. Dupree, Mayor of Portsmouth, probably on 22 Sept., and there will be then present from the cruiser seventeen officers and fifty men who were landed for operations either in South Africa or in China. Among the guests invited to meet the *Terribles* is Sir John French, who was a naval cadet on board the *Britannia* at the same time as Capt. Percy Scott. Gen. French remained in the navy for one year only.

CAPT. SCOTT AND THE NAVAL GUNS.

It was Capt. Percy Scott, of course, who designed the gun mountings which enabled the heavy naval guns to be used on land during the war in South Africa. Had it not been for the naval guns at Ladysmith the fate of the beleaguered town might have been a different one to what it was. On 30 Oct.—the day that the Boers mounted their first 40-pounder gun and opened fire at a range of 6,000 yards—the naval guns arrived at Ladysmith from Durban. They consisted of two 4.7 in. guns, three long 12-pounders, one short 12-pounder, and four Maxim's. The naval guns were mounted at the works of the Natal Government Railway from the designs of Capt. Percy Scott who afterwards adapted the 6 in. gun for use on shore. The part played by Capt. Scott and the Naval Brigade in South Africa and in China will live for ever in the annals of British warfare.

ARRESTED UNDER WATER.

SMART CAPTURE OF GAMBLERS ON A TONGKANG.

A particularly novel mode of arresting gamblers has just been instituted by Lance-sergt. Murphy, of the Singapore water police. Information was received at the police station that two noted gamblers had issued a challenge, defying anyone in Singapore to capture them. This occurred on Aug. 29th, and Murphy went to visit two tongkangs moored off Boat Quay, on which it was expected the two gambling bravados were. When the police made their appearance, the two men, with some others who had been gambling, slid off the tongkang and dived to the bottom of the river. Murphy observed the two jump overboard, so he whipped off his clothes and went down after them. He came up again, however, without any result, and dived a second time. On this occasion he was successful, as

ON REACHING THE RIVER BOTTOM, he saw the two men lying flat on the mud, the only position in which they can stay down under water. It is said that these two men could keep under water for several minutes. The Lance-sergt. seized them both, and brought them to the surface, and tried to put them on board the tongkang. In the course of this operation, one of the men managed to elude his captor, and escaped. The other was taken by Murphy to some steps near by, landed, and taken to the police station. The other morning he was fined a small sum for gambling.

IT IS DIFFERENT NOW.

Once upon a time students of medicine held the notion that there were as many different diseases as the body has organs and parts; every one of these ailments requiring a different treatment. So stupid a mistake could lead only to miserable failures. For the fact is, the body is a single machine; and what concerns one part of it concerns, more or less closely, all the rest. Thus we see how it happens that one remedy, or mode of treatment, may relieve and cure a variety of complaints, or what may appear like a variety, but are really various forms or outcroppings of the same cause. Take, for example, Anemia, Scrofula, Poverty of Blood, General Debility, Influenza, Throat and Lung Diseases, etc.—a formidable array indeed they look to be; yet

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WAKASA MARU.....	KOBE AND YOKOHAMA.....	FRIDAY, 10th Oct., at Daylight.
H. B. Macmillan.....	SINGAPORE, COLOMBO and BOMBAY.....	FRIDAY, 10th Oct., at Noon.
IZUMI MARU.....	SINGAPORE and BOMBAY.....	FRIDAY, 17th October, at Noon.
F. W. Horton.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 18th Oct., at Daylight.
KANAKURA MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 20th Oct., at 4 P.M.
TOSA MARU.....	KOBE AND YOKOHAMA.....	FRIDAY, 24th Oct., at Daylight.
H. Christiansen.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 24th Oct., at Noon.
KANAGAWA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 1st Nov., at Daylight.
J. Mackenzie.....	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	SATURDAY, 1st Nov., at Noon.
KASUGA MARU.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 3rd Nov., at 4 P.M.
H. Fraser.....		
INABA MARU.....		
W. Bainbridge.....		
YAWATA MARU.....		
A. E. Moses.....		
KAGA MARU.....		
J. W. Ekstrand.....		

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A. S. MIHARA,
Manager.

Intimations.

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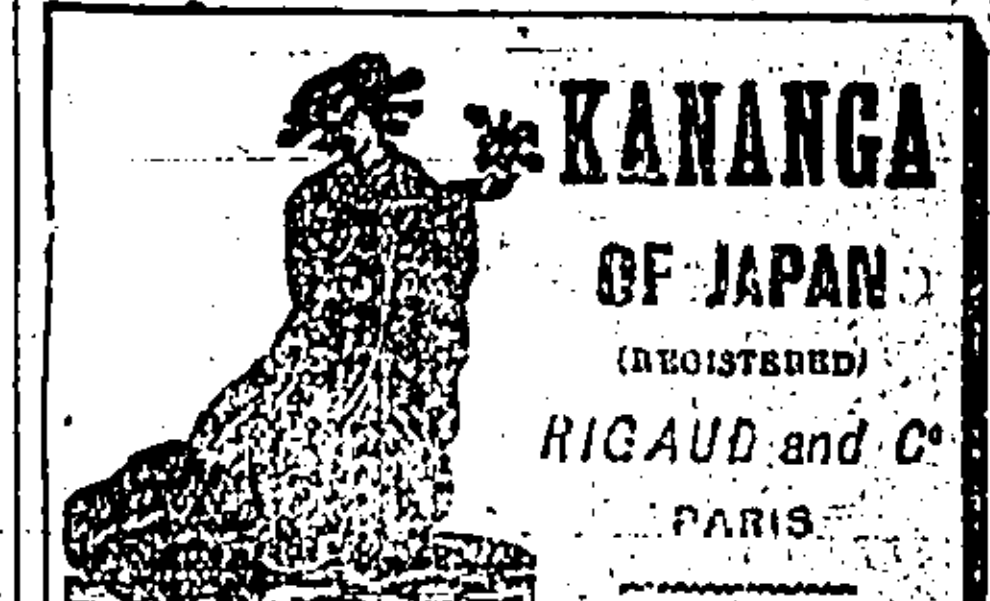
BERNARD LANKESTER,
Hon. Secretary & Treasurer,
Hongkong, 13th September, 1902. [14136]

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Hongkong, 27th September, 1902. [14136]

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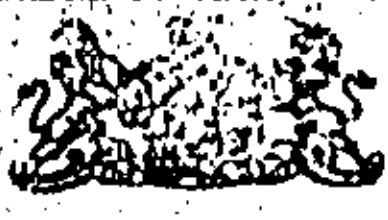
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The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 7, 1902.

NOTES AND COMMENTS.

The Canton-Samshui Railway.

A few weeks back we drew attention to the fact that the first stage marking the beginning of the "Canton and Hankow Railway" had been officially driven home in the presence of the United States Consul, and Mr. W. E. Gray, the representative of the American syndicate, known as the China Development Company. We also pointed out that although it was not definitely decided most probably the line to Samshui via Fatshan would first be undertaken. Such has since proved to be the case, and work has been proceeding rapidly of late. A large staff, comprising several Americans and hundreds of coolies has been engaged, and the initial survey is now complete so that some idea can be formed of the proposed track. The line will commence at the Wongsha reclamation adjoining the Foreign Concession, which it will be remembered was commenced some eighteen months ago by a number of enterprising Chinese, and abandoned a few months later. The reclamation is practically finished and will make an excellent terminus. From there the line will run for 101 miles in a beautiful straight track, past the village of Im-po, some seven miles away, on to Fatshan and thence to Samshui. The only difficulty which so far has presented itself to the engineers is the numerous paddy fields lying in the direct track of the line, and to surmount this the China Development Company contemplates resorting to trestle bridges, which will convey the rails above much pretty scenery, at the same time, afford a somewhat unique, and pleasant mode of travelling. There can be no doubt that the line will be a very paying concern as there is a large passenger traffic between Canton and Fatshan, and this will be considerably augmented by numerous travellers at Samshui. The route of the main line between Canton and Hankow has not yet been determined upon, and this may possibly not be seriously considered until after the track from Canton to Samshui is nearing completion. As we have already pointed out, the syndicate intend engaging Japanese engineers, and the authorities at the Tokyo Imperial Engineering College have already been asked to select suitable candidates for such employment. Prof. Hiroi, after consulting with the superintendent of the Imperial Railway Bureau, has offered the Company ten engineers, eight of whom are graduates of the Imperial Engineering College of Tokyo, while the other two are graduates from American colleges, and all have now been engaged by the Corporation. Consequently there does not appear the least shadow of a doubt that the line will soon be a reality instead of a subject for controversy.

Western Learning at Canton.

On several occasions recently our Canton correspondent has drawn attention to the colleges for Western learning established in that city. In his notes, appearing in another column of this issue, he points out that the Viceroy's College is closed and there is no telling when it may be opened, while from other sources we learn that it has recently been in a great state of confusion, which it is thought may probably end in the breaking up of the institution. This is truly a lamentable state of affairs and one that must be received with great dismay by all Chinese who are anxious to see their fellow-countrymen enlightened by the new learning. There is no denying that at the present time the desire for Western learning is a marked feature among the Cantonese, and in this respect alone one regrets that at such an important epoch the poor old ex-Viceroy Tao Ma has retired from office, handing over the seals to a man whose conservative ideas may greatly enhance the spread of learning and the enlightenment of the Western ways of thinking and acting. Nevertheless, many of the Cantonese are apparently determined to continue the good work commenced and carried on by the late Viceroy, and must hail with satisfaction the most recent move in the establishment of a girls' school in connection with Shi Man Hok Tong, which appears to be doing a real good as the attendance is satisfactory and the teachers are up to their work. The superintendent of this institution is Wong Tsin Yau, the son-in-law of the district magistrate of Tung Kun, and his wife, who is reported to be somewhat of a scholar, organised a meeting of the leading women of Canton and as result a girls' school has been opened with herself at its head. As our correspondent observes this is certainly a new departure for Canton, and considering that hitherto the attitude of the nation, as a whole, with regard to the education of women, has been almost that of complete neglect, one sees the dawn of Western influence in China beginning to unfold and smother the dark shadows of Eastern prejudice which has for so many centuries barred the country from its long-needed reform.

LOCAL AND GENERAL.

THE NEW TUG-BOAT.—It is expected that the new tug-boat for the Dock Company will be launched on the 16th instant.

THE DIAMANTE had a rough passage to Manila on her last trip from Hongkong. She is reported to have lost no less than eighty heads of cattle.

THE KING AND CANNES.—La Patrie says that agents of King Edward are negotiating for a villa at Cannes where the King contemplates spending January.

MRS. MAYBRICK.—It is stated that Mrs. Maybrick is at present in charge of the prison library in Aylesbury Gaol. She does the repairing and cataloguing of the books.

NEW ACTING MAGISTRATE.—This morning, Mr. E. D. C. Wolfe, the successor to Mr. J. H. Kemp, who left yesterday on a four months' leave, took his seat on the Bench.

ADELE CULLENT, a Spanish ex-barrister, was charged by Mrs. MacKendley of No. 14 Wyndham Street with creating a disturbance at her house. The penalty was \$10 or one month. She went to prison.

G-FAT FIGHT EXPECTED.—It is expected there will be a great fight for the Army football cup this year. By all accounts, the teams lately returned home from South Africa have been keeping themselves in excellent trim.

THE DANISH schooner Ragnhild recently took 94 days making Bangkok from Nagasaki. To make matters worse her-beri broke out and to this the mate succumbed. On arrival at Bangkok the captain had to be removed to hospital.

THE ANNUAL MEETING of the Royal Hongkong Yacht Club will be held on Tuesday next at 5.30 p.m., at the Cricket Club Pavilion, for the election of Committee, passing of accounts and revision of the portion of Rule 12 referring to re-measurement each season.

UNDER FALSE COLOURS.—Twenty Chinamen were charged by Mr. A. J. S. Alves, chief clerk to the Harbour Master, with answering to other people's names. It appears that Chinamen desiring to leave the colony require passes from the Harbour Master. The twenty defendants after obtaining passes to leave by the s.s. Laitang for Singapore or Penang themselves, answered to the names of other persons not present. Fined \$25 each or six weeks.

THE CACHAR OFF THE REEF.—On the 28th Sept. orders were received to land the French troops from the transport Cachar on St. John's Island, Singapore, and in consequence, about four in the afternoon the Marine Department proceeded to get the men off. This was safely accomplished and some of the ladies on board were sent on to Marseilles by the French Mail. The warship Friant, which was on her way home from Saigon, and which in answer to the signals of the stranded vessel came to her assistance, has stood by ever since. At three o'clock the next morning further attempts were made and the Cachar came off by the efforts of her own machinery and now lies in the roads awaiting docking and inspection.

HONGKONG OBSERVATORY AND STORM WARNING.

We have received the following correspondence from the Hongkong General Chamber of Commerce—

Colonial Secretary's Office,

10th September, 1902.

Sir,—I am directed to acknowledge the receipt of your letters of the 23rd and 30th ultimo, forwarding copy of the flag signal code used by the Sicauei Observatory with specimens of the meteorological notices issued by that Observatory, and urging the adoption in Hongkong of a system of flag signals for giving weather forecasts.

2. The Committee seem to have entirely misapprehended the remarks of the Acting Director of the Observatory made in his Memorandum of the 24th of July, for Mr. Figg never made the statement attributed to him in the 6th paragraph of the Committee's letter of the 23rd ultimo. What Mr. Figg did state is that a flag signal code to be useful must be short and definite and that there were grave objections to conveying definite information by the hoisting of a signal on information which is necessarily vague and may be misleading. The reasons for which a system of flag signals is not considered suitable to Hongkong have been given in my letter of the 31st of July, and I am to state that this Government adhere to the views therein expressed.

3. The Committee appear still to confuse the difference between observations and the forecasts whereon they are based. This fact seems to explain the difficulty they have in understanding that the Hongkong Observatory considers that a station like Gutzlaff, freely exposed off the Coast, furnishes better data (obs. rations) for forecasting than does Sicauei situated as it is inland. As to forecasts, it has already been explained that the Hongkong Observatory, like every other scientific institution of the kind, prefers to make its own and declines to accept the responsibility of using the forecasts of other institutions.

4. I am to add that the enclosures to your two letters have been carefully examined but that it does not seem either desirable or expedient for this Government to criticise them or to test the relative accuracy of the information and typhoon warnings issued by the Sicauei and Hongkong Observatories.

Should, however, the Chamber be anxious to institute a comparison every assistance will be given to them by the Director of the Observatory.

I have the honour to be, Sir, Your obedient servant,

F. H. MAY,

The Secretary, Hongkong General Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong, September 24th.

Sir,—I have the honour to acknowledge receipt of your letter of the 10th instant in reply to this Chamber's letters of the 23rd and 30th ultimo on the subject of storm warnings.

This was laid before the Committee in due course, and they now instruct me to express their thanks for the consideration given to their various representations on the subject, and their regret that their suggestions have not met with the approval of the Government. At the same time, they desire me in reply to refer to the following points in your letter.

In paragraph 2 reference is made to Mr. Figg's observations with regard to the matter of a Flag Signal Code, which, from the Committee's remarks on same, appear to you to have been misunderstood by them. If the summary of these observations as given in my letter of the 23rd August is not strictly in accordance with what Mr. Figg desired to convey, the Committee regret that such difference should have occurred, but Mr. Figg's views certainly were to the general effect that, *inter alia*, by reason of the necessity for a Flag Signal Code being very extensive, and therefore impracticable, the adoption of such forms of signals for storm warnings would not in his opinion be suited to local conditions. This Committee, on the other hand, have striven to show that such fears need not be entertained, and, in support of this, have produced for your information a copy of a code of such signals which, as we successfully stood the test of many years' actual practice at a neighbouring port, and has apparently given the greatest satisfaction to all concerned in the receipt of such warnings.

With reference to paragraph 3 the Committee desire to say that they have all along had the difference between forecasts, and the observations on which they are based, quite clearly before them, and they quite agree that the Hongkong Observatory should make up its own forecasts upon the observations and information received from other stations.

With reference to paragraph 4 I am to state that the Committee have never presumed, nor have they felt it within their province to question, the accuracy of the information and typhoon warnings issued by the Observatory, and they consider it would be equally undesirable and inexpedient for them to attempt to test the relative accuracy of those issued by the Hongkong and Sicauei Observatories. They desire, however, to record that the correspondence recently addressed to you on the subject has been wholly and solely directed towards obtaining some such needed improvement in the method of publishing such information and warnings to the shipping and shore communities, so that these could be made known as speedily and as widely as possible, and also towards removing what they cannot help feeling to be more or less a reproach to this Colony, viz., that the Observatory here is not in touch with, or at all events is not in sympathetic relationship with the kindred institution at Sicauei, a misfortune which the Committee consider must necessarily tend to the disadvantage of both, and is certainly to the detriment of navigators in these seas.

The Committee on previous occasions have referred to the dissatisfaction entertained by mariners frequenting this port with the system of storm warnings in use here, and they now take this opportunity to hand you herewith copy of a letter to this Chamber on this subject, dated 16th instant, and signed by the masters of 38 steamers trading in these waters, which spontaneous communication the Committee venture to think must be considered rather a marked confirmation of the representations already forwarded by them on the subject. The Committee earnestly hope that the Government will take this representation into consideration, and consent to give what assistance can towards holding the inquiry into the matter which is suggested by the signatories of the said letter.

I have the honour to be,

Sir, Your most obedient servant,

Hon. Colonial Secretary,

A. R. LOWE,

Secretary.

Hongkong, 16th September, 1902.

The Secretary, Hongkong General Chamber of Commerce.

Sir,—We shall feel obliged if you will draw the attention of the Chamber of Commerce to the opinion of us, the various shipmasters who have signed this letter. Without in any way depreciating the labours of the officials of the Observatory, we yet feel that the existing system of "typhoon warnings" in Hongkong, leaves much to be desired. We do not propose to enter into details here, merely pointing out that, in our opinion, the signals are lacking in sufficient accuracy and that the weather forecasts are not widely enough distributed.

It would be indeed difficult to embody in this letter the suggestions of the various shipmasters who are addressing you. We therefore propose, that a Committee be formed by the Chamber of Commerce to inquire into the matter, and that such of us, as you may select, be requested to give our evidence, either personally or by letter, so that the matter may be laid before His Majesty's Government, as representing the opinions and requests of the whole of the shipping community.

We are, Sir,

- Yours faithfully, (Sd.) F. H. ROSE, s.s. Yuenyang. G. H. BOWKER, s.s. Yik Sang. J. G. ROACH, s.s. Haitan. A. W. Outerbridge, s.s. Sungkiang. S. J. TODD, s.s. Lai Sang. M. DOWNES, s.s. Weesung. H. SLEMAN, s.s. Chiyuen. S. J. PAYNE, s.s. Fok Sang. J. MCGINDY, s.s. Perla. G. S. WEIGALL, s.s. Loong Sang. R. RODGER, s.s. Diamante. A. STEWARD, s.s. Araloon Ahear. SPENCER WILDE, s.s. Hong Sang. A. EYRE DABELLE, s.s. Gultrie. G. H. PENNELL, s.s. Kaijong. A. E. HODGINS, s.s. Hatching. JOHN DEDAR, s.s. Tungkow. W. PALMER BAKER, s.s. Tak Sang. A. SEAR, s.s. Whang. D. ILLERON, s.s. Newchwang. G. W. EDDY, s.s. Tamsui. W. H. LUM, s.s. Meifoo. A. H. BEST, s.s. Yang Ching. FORBES SIBBY, s.s. Glenroy. G. GIBSON, s.s. Hailong. R. Y. AUDER, s.s. Quai Sang. J. S. PRATT, s.s. Hainchi. WALTER MILLER, s.s. Kiukiang. J. LYONS, s.s. Laverie. W. BENSON, s.s. Yunnan. A. E. FILE, s.s. Wenkow. E. RICHARDS, s.s. Ningpo. W. SHAW, s.s. Poiting. R. W. ALMOND, s.s. Rubi. HENRY PYBUS, s.s. Empress of Japan. Wm. DAWSON, s.s. Hong Moh. C. J. BEATON, s.s. Ankin. W. E. SAWER, s.s. Hinzang.

Colonial Secretary's Office.

27th September, 1902.

Sir,—I am directed by His Excellency the Governor to acknowledge the receipt of your letter of the 24th instant and to inform you that should the Chamber of Commerce entertain the request contained in the last paragraph of the shipmasters' letter which formed the enclosure in your letter under reference, His Excellency will consider very carefully the statements and suggestions laid before the Committee, with every anxiety to give the fullest information to all those persons for whose safety and that of their ships the Observatory was primarily established.

I have the honour to be, Sir,

Your obedient servant,

(Sd.) F. H. MAY,

Colonial Secretary.

The Secretary, Chamber of Commerce.

THE KOWLOON COLLAPSE INQUIRY.

The Inquiry into the collapse of Nos. 30 and 32 Kowloon City Road which had been adjourned from last Tuesday was continued at the Magistracy this morning before Mr. F. A. Hazeland and jury.

Mr. W. L. Denny, the Acting Crown Solicitor, was present on behalf of the Government. Mr. H. W. Looker attended in the interests of the architects, Messrs. Leigh and Orange, while Mr. Wilkinson represented the contractor for the houses (the Loon Cheong firm).

The examination of Mr. Leigh by his advocate was continued, and in the course of a few preliminary observations regarding the quality and price of various bricks the witness pointed out that the No. 1 Canton red brick fetched \$75 per 10,000 instead of between \$65 and \$70 as stated at the previous hearing.

Mr. Looker.—So what do you attribute the cracks in the party wall between Nos. 6 and 8?

Witness.—Not to any defect in the party wall in itself, but to the tendency of the back wall to go outwards.

In section 10 of Building Ordinance 25 of 1891 it says, "sound black bricks may be exclusively used in the two upper walls of the buildings." What are these black bricks? They are the blue bricks and can now only be used in the upper storeys.

What other work has this contractor done for you; that is, under your superintendence? The present Peak Hotel; Dr. Rennie's house, at the Peak; "Heytor," at the Peak; Victoria Lodge and the adjoining houses just behind Queen's Garden; Fair View; three large godowns, and a large number of Chinese houses.

Do you consider that the overseer was a good class of man for this work?—I considered him to be a very fair overseer; that is, as good as overseers go in Hongkong. Is it possible to get a better class of overseer in the colony?—No. You may get one or two who are better.

In looking after all of these houses do you consider that the overseer, Anderson, had more than he could do or do you consider he could do his duties perfectly?—I consider that he could easily supervise these houses.

Was there work going on in all these houses at the same time?—Never.

Could you give us any idea of the general average proportion out of this number of houses in which work was going on daily?—I cannot say how many houses. Probably I could give you a guess. There would not be more than about nine or ten places at which serious work was going on and he would easily look after this.

How often did you go and inspect the houses yourself?—On an average twice a week?

Is your commission supposed to include any superintendence?—Only general superintendence.

Does an architect's commission here and at home include general superintendence?—The ordinary 5 per cent. commission covers general superintendence.

Both here and at home?—Yes. Was that the rate of commission you were getting for these houses?—Yes.

In England what is the usual practice with regard to visits of the architect to carry out this general superintendence?—I think that on work of this description he would be considered to have done very well if he visited the premises about twice a month.

What is an architect supposed to do when he goes on these visits?—He is supposed to see generally that the work is being built in accordance with the plans, and so far as it is possible to see that the materials are in accordance with the specifications.

Is it possible, or is it his duty on these occasions to go thoroughly into every little detail of the construction and of the specification?—It is not. If such were the case, he could only do one work at the time, and he would have to be on that work from daylight to dark, no overseer would then be required.

How do the contractors here compare with those in England?—They are not so good, and are far more difficult to deal with.

Continuing, witness said he had since inspected the shorings at No. 64, found one set at the back of the building, which he thought were useless. Since that last inquiry he had inspected the whole of the fifteen houses on Inland Lot No. 1, 107. What did you find in the way of cracks?—There was a crack in the party wall between Nos. 6 and 8 and another in the party wall between Nos. 14 and 16.

Are these cracks serious?—They are not.

Will they necessitate re-building?—They will not.

Did you see any other cracks?—There was nothing worth speaking about. In the course of further examination Mr. Leigh said that it made a difference in the effect of rain upon a wall if it was not accom-

panied by wind, because if the rain fell vertically it did not wet the external wall. At this juncture, he quoted from the Government Gazette the official report on the amount of rainfall for the year, and the collapse for 1902. Continuing, he said that the velocity of wind for the months of June and July had been highest for the last ten years, and any one carefully perusing the meteorological reports regarding rain and wind, and comparing them with the list of collapses could not fail to see that the two were closely connected. He said they had what was practically the first collapse on 14th May, and the rains commenced on the 8th May. The last collapse was on the 12th August, and on that day the rain stopped. Since then, so far as he knew, there had been no collapse. The season was what can be termed a collapsible period lasting three months, and coinciding with the three months of rain. During those three months, there were only eighteen days without rain and during these days, there was practically no sunshine and the humidity of the atmosphere was also great. There were also during that period three typhoons viz., on 12th and 18th July and on 27th August.

Mr. Leigh again quoted very extensively from the official reports dealing with meteorological affairs from the Government Gazette and said that out of the 78 collapses, no less than 66 of them occurred in 25 days between 18th July and 12th August. Those twenty-five days followed on the period of rain and water. He further stated that during his twenty-two years' experience in this Colony, he had never seen anything approaching this period; and he thought that five collapses would be the average for the year. He thought it was advisable to take further precautions regarding keeping wet out of the walls of Chinese houses. He knew of a very large number of houses damaged by wind and rain, other than those notified in the Gazette. Outside of the Court, on which they were he said that the back wall of the cook-house of Victoria Gaol had fallen down. There were European as well as Chinese houses, which had cracks in the wall. He thought if they had the same weather, with rain and wind after 12th August, hundreds of other houses would have collapsed. He notified from day to day of cracks of walls in all directions. The remedy was to protect the external wall from allowing the wet to get in, apart from this, the provisions of the Building Ordinance were quite sufficient for the purposes of public safety.

By Mr. Wilkinson.—Hoong Cheong is one of the best of contractors here. This opinion is based on the experience of work which I have had out of him. That experience has extended to over a great number of years. Last week I stated that since the collapse signs of weakness have appeared in both Lots Nos. 1107 and 1108, but only in connection with the gable and back walls; the other walls are strong, safe, and substantial. Those outer walls were built precisely in the same manner and with the same material as the weak walls. The sound walls are sound because they have not been touched. It is the custom of contractors to attend to more than one job at the same time. The contractor is not expected to be always present on the one job. He has other duties to attend to.

Replying to Mr. Denny, Mr. Leigh said that the party walls in Lots Nos. 1, 107 and 1, 108 were safe, sound and substantial. The front walls were protected by the verandah, and were not subjected to the action of rain and water. During his 22 years' experience and practice in Hongkong, there had been many rainy and typhoon seasons. The rain season commenced from the middle of May and lasted till the end of September and the typhoon season about the same time. Last year, what was known as the Cockrane Street disaster, occurred during the rainy season. No. 131 Des Voeux Road West, which collapsed on 2nd August was built by him, or rather under the supervision of his firm's architects and was finished in 1902. He contended that this house did not collapse, only the top of the front wall, and verandah column fell owing to these being knocked down by the similar portion of No. 127. He included this when he was speaking of the 78 collapses. No. 45 Praya East was also done under his supervision. It was finished in February 1901, as also was No. 30 Kowloon City Road. All of those 3 houses were built by him to stand the typhoon and the heavy rains in Hongkong.

The inquiry was adjourned.

SHIPPING AND MAIL NEWS.

MAITS DUK. American (Hongkong Maru) 10th inst. English (Chusan) 11th inst. Tacoma (Olympia) 14th inst. German (Pruisen) 14th inst. German (Sachsen) 16th inst. American (China) 17th inst. Australian (Australian) 21st inst. American (Doric) 25th inst.

The N. P. S. Co's steamer Tacoma sailed from Tacoma for Japan and Hongkong on the 31st inst.

The P. & A. S. Co's steamer Indravelli from Portland, Oregon, arrived at Yokohama this morning on the 7th inst.

The Imperial German Mail steamer Preussen left Kobe via Nagasaki and Shanghai on Sunday, p.m., the 6th inst., and may be expected here on or about Tuesday, the 14th inst.

The Imperial German Mail steamer Sachsen carrying the German Mails with dates from Berlin of the 16th ult., has left Colombo on Saturday, p.m., the 4th inst., and may be expected here on or about Thursday, the 16th inst.

COTTAM & CO. FOR GENTS' RATH- ING GEAR. COTTAM & CO. FOR WASHING BOW TIES. COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS. COTTAM & CO. FOR PANCHALATE

TELEGRAMS.

(Reuters.)

The Strike of U. S. Coal Miners.

LONDON, October 5th.
President Roosevelt made strenuous appeals to both parties concerned in the strike of U. S. coal miners, in order to avert the suffering of the people, which, in view of the cold weather, amounts to a national calamity. Though his intervention has momentarily failed, it is believed that it will not be entirely without result, as the public are becoming exasperated against strikers and trusts generally.

The New Japanese Loan.

The new Japanese loan will be issued in London on Tuesday, at £102. 15. 8d., being the equivalent of par.
Agent's Note.—The loan amounts to fifty million yen, and will be issued in bonds for one thousand yen each at a guaranteed exchange of 2/0.

LATER.

The Funeral of M. Zola.

The funeral of M. Zola took place at Montmartre, in the presence of enormous but orderly crowds, at one o'clock this afternoon. The French Government was represented by the Minister of Education, who delivered an oration. Contrary to arrangement, M. Dreyfus was present at the ceremony, but he fortunately passed unnoticed, and the feared disturbances were avoided.

The Martial Law Commission.

The members of the Cape martial law have sailed homewards.

(Manila Cable-ews.)

The American Coal Famine.

ALARMING SITUATION.

NEW YORK, Oct. 1st.
Coal at twenty dollars a ton is the alarming situation which confronts the people in the United States.

As a result of the continued strike in the anthracite fields of Pennsylvania, there is every outlook for a coal famine during the coming winter. The price of the fuel is constantly advancing, and the entire country is agitated.

President Roosevelt has requested the president of the coal-carrying railroads to visit him at Washington and confer regarding a possible settlement of the disastrous strike.

Rich American Gives \$100,000 to Aid Boers.

NEW YORK, October 1st.

Advices from Rotterdam state that, in answer to the plea of the Boer generals on behalf of the widows and orphans of the ruined Boer people, a wealthy American has contributed \$100,000.

The Boer manifesto, which declares that ten times the sum allowed by Great Britain would be insufficient to cover the losses to their country, has caused much annoyance to England. The leaders state that they will tour Europe and America in aid of their people. At their Antwerp lecture, \$200 was realized.

\$40,000,000 Thrown into Circulation.

NEW YORK, October 2nd.

Secretary Shaw has relieved the financial situation by throwing an extra \$40,000,000 into circulation, abandoning the Treasury Department requirement that banks should maintain reserve funds.

In future, the Department will accept miscellaneous bonds to secure National Bank deposits.

THE DOCK COMPANY.

AND THE S. S. "KOREA."

The Pacific Mail steamer *Korea* entered the No. 1 Dock, Kowloon, at about noon yesterday, and the Dock Company invited shareholders to visit the Kowloon Docks to-day and see the largest ship that has been docked at Hongkong. The visitors saw the latest feat of the Dock Company and learned that, as far as size is concerned, the *Korea* is the limit. This ship has a tonnage of no less than 11,275 gross. We are informed that the plans of the *Korea* and her sister ship, the *Siberia*, were sent to the Dock Company while these vessels were in course of construction, and that the No. 1 Dock was altered to accommodate them. At present there is no dock in San Francisco capable of berthing these vessels, so for the present they will have to dock exclusively on this side. A new large dock, however, is being built in San Francisco. The *Korea* leaves dock to-morrow and will enjoy a newly painted smooth hull—a luxury that costs some \$6,000.

ALLEGED ROBBERY WITH VIOLENCE.

Three Chinamen were charged this afternoon before Mr. E. D. C. Wolfe at the Police Court with armed robbery, with violence on the 5th September. At mid-day on the 5th, a Chinaman hired a sampan lying off No. 2 Station. After bargaining for some time, he came to the conclusion that he would pay \$1.40 to take five men to Tookoan, which the sampan owner gladly accepted. When nearing their destination they held out daggers and various dangerous looking weapons and proceeded to ransack the boat, carrying away with them \$200 and a gold coin. They were remanded.

COTTON & CO. FOR SUMMER UNDERWEAR. [1053]

CRAIGENGOWER CRICKET CLUB.

ANNUAL MEETING.

The Annual General Meeting of the above Club was held in the Club's pavilion at Wong-nei-chong yesterday evening at 5.30 p.m. Mr. Braidwood, the president, presided and there were present a good number of members. The president after reading the notice conveying the meeting, the Hon. Sec. read the following report:—

To the members of the Craigengower Cricket Club:—The Committee have much pleasure in presenting their report for the season 1901-1902.

Membership.—During the season the number of members admitted reached the maximum under Rule 2, viz., sixty.

The number of matches played was nineteen, being a record, of which thirteen were won, four lost and two drawn.

Mr. J. P. Jordan heads the list of batting averages with 22.16 in thirteen innings, thus scoring his first win for the Bellios Challenge Shield from Mr. R. Bass, the present holder, who is second, with 17.61.

On the whole, the form shown was very good, as greater interest was taken; the existence of the pavilion had not a little to do with this improvement.

Finance, &c.:—Owing to the heavy outlay in connection with the erection of the pavilion, the accounts show a Cr. balance of only \$84.24. It was a necessity keenly felt for a long time. The building is a matchless consisting of one large room fitted with lockers and a temperance bar with two small rooms for storeroom and lavatory respectively. The floor is of China fir. This pleasant shelter attracted many members and their friends on match days. In the course of the ensuing season we hope to be able to wipe off the outstanding account, which amounts to \$171.

Our hearty thanks are due to the members for their liberal contributions to the "Pavilion Fund," to the Hon. W. Chatham, Director of Public Works, for granting the site and to the President for his usual prizes.

During the summer, some of the members organised a Tennis Club and a Tournament was held in September, in which Mr. F. Rapp won the Singles Handicap and Messrs F. Rapp and R. Pestonji the Doubles.

Mr. J. H. Ruttonjee kindly presented a prize for the runner-up in the singles and Mr. A. E. Asger in the doubles.

R. BASA, Hon. Sec.

On the motion of the president, seconded by Mr. J. P. Jordan, the reports and accounts were passed. Mr. Braidwood was unanimously re-elected president for the ensuing season, and the following were elected office bearers. Committee:—Messrs. A. E. Asger (Hon. Sec.), J. H. Ruttonjee (Hon. Treasurer), H. E. Hamner (Vice-Captain), M. E. Asger (Capt.), R. Basa, L. A. Rose, G. Rapp, and J. L. Stuart. The proceedings terminated with a vote of thanks to the President.

FOOTBALL.

THE THIRD SIX-A-SIDE MATCH.

The third match of the Hongkong Football Club in connection with the six-a-side challenge cup was played off at Happy Valley yesterday evening. The teams were as follows:—

N. H. Rutherford (Capt.), G. B. Macdonald, R. A. H. S. Holmes, A. Boyd, B. H. Hanson and Capt. Boyd, R.A., versus J. W. C. Bonnar (Capt.), R. R. Henderson, E. Burns-Pye, C. C. Hickling, H. F. Chard and E. I. Davies.

The game resulted in a win for Rutherford's team by three goals to nil.

THE CHINA GRIFFINS DRAWN.

RESULT.

The China Griffins that arrived from the North on Sunday by the China Navigation steamer *Kwaiyang* were drawn at Happy Valley yesterday evening. The result is as follows:—

Horses. Drawn by
Nos 1 and 22..... Mr. G. H. Medhurst
" 3 and 13..... Mr. E. Kadoorie
" 4 and 14..... Mr. C. H. Ross
" 5 and 15..... Mr. W. S. Orr
" 6 and 16..... Mr. N. Dorabjee
" 7 and 17..... Mr. R. G. Smithers
" 8 and 18..... Mr. D. Macdonald
" 9 and 19..... Messrs. Brown & Graham.
" 10 and 20..... Hon. R. Shewan
" 11 and 21..... Mr. K. Wiebel
" 12 and 23..... Mr. J. L. Houston
" 13 and 24..... Mr. Hart Buck
" 14 and 25..... Mr. P. C. Potts
" 15 and 26..... Messrs. Chater & Mackie
" 16 and 27..... Colonel Hughes
" 17 and 28..... H. K. & S. Bank Junr. Mess
" 18 and 29..... Mr. G. Ballock
" 19 and 30..... Mr. W. A. Cruickshank
" 20 and 31..... Mr. E. W. Rutter
" 21 and 32..... Hon. C. W. Dickson
" 22 and 33..... Mr. H. N. Mody
" 23 and 34..... Mr. J. H. Lewis
" 24 and 35..... Messrs. Deacon and Morris
" 25 and 36..... Mr. S. E. Joseph
" 26 and 37..... Mr. F. B. Marshall
" 27 and 38..... Mr. H. P. White
" 28 and 39..... Mr. Radmacher

THE *ROSETTA MARU* which left for Manila to-day had not a single berth to spare. Her passenger list was complete. Those aboard included the Hon. John Barrett, Commissioner General for the St. Louis World's Fair, his secretary Mr. Theodore Hardee, Mrs. Tait, wife of the governor of the Philippines, and the Neill-Frawley Company. While steaming out of the harbour, the band aboard the *Maru* was ordered to strike up and as the *Rosetta* passed alongside the Neill-Frawley Company, showed their appreciation of this special favour accorded them.

ASK FOR ASAHI JAPANESE BEER.—G. Girault. [1054]

THE NEILL-FRAWLEY COMPANY.

AT THE CITY HALL.

"LORD AND LADY ALGY."

To a crowded house almost to overflowing the Neill-Frawley Company again appeared last evening at the Theatre Royal in Mr. R. C. Carton's play *Lord and Lady Algy*. There is not much plot in the play, but it is a piece where much mirth and semi-serious acting is required. *Lord and Lady Algy* is simply a story of a man and wife, both "thorough sports," and somewhat weak on horseflesh, though Lady Algy is a far superior judge of things relating to the turf. This, with his preference for Egyptian cigarettes, whilst she prefers Turkish cause a sort of disagreement, but for all that Lady Algy proves a regular "brick" whenever her spouse gets into tight corners and they determine to run in double harness again and to compromise on the question of cigarettes.

The play does not command serious analysis yet its interest as portrayed by the talented Company is ably sustained, especially the second act wherein *Lord Algy* commands the whole attention of his audience by his tipsy vagaries at a fancy dress ball. Mr. Frawley appeared to perfection as *Lord Algy*, whilst the cute remarks and sayings which he launched forth appeared always to be in the right place and at the right moment. His get-up was simply splendid, whilst his acting was all that could be desired. His "tipsy scene" at the fancy dress ball was very ludicrous especially when he impresses upon his audience that he simply went there on behalf of a "disinterested party and then go home to bed." Another thing which made him such a favourite was the excellence of his impersonation, whilst not a single gesture or word was overdone. As *Lady Algy*, Miss Van Buren was simply "too sweet for words." Her breezy wit, and her utter indifference to things, were quite contagious and she soon established herself as a warm favourite. Her acting was superb and combined with her ready resource and her gracefulness, she received rounds of applause. Three stunning gowns added to her popularity. The rôle of *Margaret of Quornby*, impersonated by Mr. Gardner Crane, was equally good. His overflow of Piccadilly language, was excellent. Mr. J. R. Amory in the cast of *Sweepston* made the most of his opportunity as *Lord Algy's* valet. As the *Hon. Crosby Jellico*, Mr. Ashton did his part well. Miss Elizabeth Stewart made a very good *Mrs. Tudor*, especially as the romantic wife of the irascible husband. The remainder of the Company were all good in their respective parts.

Taking as a whole the piece was an entire success and it is to be regretted that Hongkong theatre-goers will have to wait for several months before they will have an opportunity of witnessing again this talented company. It is their intention to make a prolonged stay in this Colony on their return from the Philippines.

ORGAN RECITAL AT UNION CHURCH.

It was only natural that the organ recital at Union Church, which is doubtless a forerunner of many others, should have attracted a large congregation last evening, for Mr. George Grimbly can always be relied upon to furnish music of the very best and contribute a large share of enjoyment to devotees of the art in Hongkong. With the able assistance of Mrs. Mudie and Miss Ramsay, who are also to be numbered among the most popular musicians in the Colony, the recital last evening was a rare treat, and a repetition is certainly to be desired. The programme was as follows:—

1. Grand Offertoire in F..... E. Batiste
2. Soprano and Contralto Duet,
(a) "The Angel," Rubenstein
(b) "The Wanderer's Night Song,"
3. Grand Chorus..... H. F. Wheelodon
4. Contralto Recit. "And He journeyed towards Damascus," Companions towards

Aria "But the Lord is mindful of His own" (From the Oratorio *S. Paul*) Mendelssohn Miss Ramsay.

5. (a) "Berceuse," F. Dreyschock
(b) "Salut d'Amour" (Liebesgros) E. Elgar
6. Soprano Solo, "Ave Maria," Bach-Gounod Mrs. Mudie.
7. Prelude (Intermezzo) Edwards German from *Suites Henry VIII*.
Needless to say, Mr. Grimbly played with his usual proficiency and the four solo numbers, we understand, have not been played in Hongkong before and, with the exception of Batiste's Grand Offertoire in F, are new compositions. The Prelude (Intermezzo) from the Suite of *Henry VIII* by E. German was arranged for the organ by Mr. C. F. A. Sangster. Mr. Grimbly was a pupil of Mr. Sangster who, at that time, was organist of St. John's Cathedral and who presented his talented pupil with the original M.S. from which he played yesterday. Nos. 3 and 5 are edited and arranged for the organ by E. Lemare and are published in his "Organ Recital Series." The arrangement of the two items of No. 5 is perfect. The "Salut d'Amour" (Elgar) was played as a violin solo by Mrs. Ough at Mr. Ward's subscription concert last March. Mr. Grimbly put the heavy pieces in the first part of the programme, leaving the light, extra melodious numbers for the latter part. A plan which was entirely successful. Mrs. Mudie's singing of Gounod's "Ave Maria" was well rendered and Miss Ramsay's recitative and aria from Mendelssohn's *S. Paul* were likewise. The collection on behalf of the organ fund only amounted to about \$60.

THE NAVY.

H.M.S. *Albion*, Rear Admiral H. T. Grenfell, C.M.G., arrived from the North at seven o'clock this morning.
The French flag ship *D'Entrecasteaux* arrived from Amoy at six o'clock this morning. She will shortly leave for Macao.

ASK FOR ASAHI JAPANESE BEER.—G. Girault. [1055]

THE AMOY FIRE.

SIXTY-FIVE STREETS DEMOLISHED.

S.S. "HAICHING" ARRIVES FROM AMOY.

The Douglas steamship *Haiching* arrived from Amoy this morning and brought us many fresh particulars regarding the great fire, which broke out at the end of last week. The vessel was not in port during the height of the conflagration, and did not drop anchor there until the 4th inst., when the vast expanse of ruined debris was smouldering and great clouds of smoke were being blown seaward across the harbour by a breeze off the shore. At that time it was thought the fire had been overcome, but from the harbour it appeared to still have life in it. The outbreak commenced between ten o'clock and eleven on Friday morning and the flames spread rapidly burning down one thoroughfare after another. Loss of life statistics are not yet to hand, but it is believed to be small despite the rapid spreading of the flames. Had the outbreak happened at night time, there is little doubt many persons would have been killed. Sixty-five streets and 13 native markets are demolished. From a waterfront view, a good half of the town appears to be destroyed and the ruins stretch from the Amoy Dock to the centre of the town. This is the inshore side. The premises of Messrs. George H. Macy are still standing, but those of Messrs. Douglas, Lapraik and Company and Messrs. Jardine Matheson and Company appear to be entirely demolished. The officers and engineers of the ships in harbour were called out to assist in battling with the flames and did some good work. The Customs House was only saved by blasting and pulling down the surrounding houses. Even then the venetian blinds and other woodwork attached to the outside of the building was burned. It was in this vicinity that Captain Fife of the *Wenchow* was killed by a fall of masonry. The chief officer of the *Wenchow* has been recommended by the Commissioner of Customs for promotion on account of his excellent services in that terrible time of need. The Police turned out armed with revolvers to prevent looting. At one time the whole foreign settlement was threatened. Nearly all the cargo boats and small craft in the port have been utilised for temporary abodes for the homeless and destitute. In fact, trade is a standstill and the steamer *Umbagog* which arrived from Tamsui on the 4th inst. was unable to discharge her cargo of tea as no lighters were available. The leading native merchants have sustained heavy losses of property, not covered by insurance, and several have committed suicide.

We hear from Messrs. Douglas Lapraik and Co., Ltd., that confirmatory news has been received regarding the saving of one of their sheds containing a small quantity of coal. Part of this shed is now being used as an office. We are also informed by the local agency that they do not estimate the damage as running into very large figures. It is reported that nothing like half of Amoy has been burned down if the surrounding villages are included but about half the central town has been destroyed. It is impossible to correctly estimate the number of houses that have been destroyed. In fact it is said that in parts of the native quarters it would be hard to define how much of the continuous block formed one house. We are informed that Messrs. Jardine Matheson and Company have received wires, but they do not care to place the contents, which may of course be of a private nature, at our disposal. From the China Fire Insurance Company, Limited we learn that they estimate their losses at from \$5,000 to \$20,000. They also inform us that the back of the Custom House caught fire for the fourth or fifth time as late as six o'clock on Saturday morning and that the premises of Messrs. Cass & Co., have been partially destroyed.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, October 6th, 1902.

INDIGNITY.
There is some trouble in Fa Un city over the house tax levied to meet the indemnity. The failure of crops has made money scarce and the people refuse to pay.

NEW DEPARTURE IN EDUCATION.
The efforts to start colleges for western learning have not met with great success. The Tai Hok Tong (Viceroy's College) is closed and there is no telling when it may be opened. The Shi Man Kok Tong seems to be doing something. The attendance is good and the teachers appear to be giving some satisfaction. The superintendent is the son-in-law of the district magistrate of Tung Kua. The wife of this man is somewhat of a scholar and has begun a movement for the education of girls. A large meeting of leading women was held some weeks ago and the result of that meeting is that a girls school has been opened in connection with the Shi Man Kok Tong. The wife of Wong Tsin Yan, the superintendent of the College, will have charge of the female department. This is certainly a new departure for Canton. There is a very strong desire for western learning among all classes of the Cantonese, but that the women should take part was hardly to be expected. It is to be hoped that this is but the forerunner of many other schools for girls.

RAIN.
The dry weather still continues and reports of distress continue to come in. In some places the rice merchants have combined to raise the price of rice. The poor people are already suffering greatly. Yesterday the new governor Li went to the Shing Won Mui to pray for rain.

"THE HOG FARM."
The Kwong Chau Fu has not yet sold the monopoly for hog killing for the prefecture of Kwong Chau. He has been offered \$18,000 for it, but thinks he can do better.

ASK FOR ASAHI JAPANESE BEER.—G. Girault. [1056]

HONGKONG GUN CLUB.

ANNUAL SHOOTING COMPETITION.

The members of the Hongkong Gun Club will hold their annual shooting competition on the Club's Range at Causeway Bay to-morrow afternoon at 4 p.m., when the final for the championship and the Ladies' Nomination Competition will be shot. At the conclusion Miss Blate will distribute the prizes. It is expected that Sir Henry A. Blake also will be present. The members of the Club will be at home to their friends at the Club grounds on Wednesday afternoon from 4 to 6 p.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 7th at 11.25 a.m. A depression lies off the S.E. coast of Japan, with the barometer falling quickly at Tokio.
Pressure remains high over China and gradients continue slight with fresh monsoon along the coast and over the N. part of the China Sea.
Forecast:—moderate N.E. winds; fine.

Commercial.

TO-DAY'S INTELLIGENCE.

There is a strong demand prevailing for BANKS AND DOCKS, the former at \$607.50 and the latter at \$20.50; business has been done at these rates. CHINA & MANILA S.S. Co. are wanted at 5/3. SHELTER TRADING CO. show small sales at £1 17s. Sales of RAUB AUSTRALIAN GOLD MINING Co. at \$5.50, with buyers. Sm sales may be reported of KOWLOON WHARF & GODOWN Co. at \$86.50. A few shares of HONGKONG LANDS have been placed at \$171. There are buyers of HONGKONG HOTELS at \$127. HUMPHREYS ESTATES are in demand at \$12. There is a slight improvement in the Freight Market, in consequence of which INDO-CHINAS have advanced \$6 to \$7; there are buyers at \$86.

COTTON QUOTATIONS.

Hongkong, 7th October.
To-day's quotations are as follows:—
MALWA NEW.....NO SALES
" LAST YEAR.....@ \$560/980
" OLDFSC.....@ 1000/1010
PATNA NEW.....@ 912 1/2
" OLD.....@ 935
BENARES NEW.....@ 907 1/2
" OLD.....NO SALES
PERSIAN (PAPER).....@ 600/670

To-day's Advertisements.

ROYAL HONGKONG YACHT CLUB.
THE ANNUAL MEETING of the Club will be held on TUESDAY, the 14th October, at 5.30 p.m., at the CRICKET CLUB PAVILION.
BUSINESS:
Election of Committee, passing of accounts and rescission of the portion of Rule 12 referring to re-measurement each season.
M. W. SLADE, Hon. Sec.
R.H.K.Y.C. [1059]
Hongkong, 7th October, 1902.

LOST.
ON the Night of the 4th instant in Queen's Road, between HONGKONG HOTEL and WANCHAI, a GREEN LEATHER POCKET BOOK with Initials D.M.D. on the cover; containing Money and Documents.
A REWARD of \$20 will be paid to anyone bringing same to
Sergt. GERRARD, Government House.
Hongkong, 7th October, 1902. [1050]

NOTICE.
THE Undersigned has been appointed AGENT for HONGKONG and VICINITIES for the NEW YORK LIFE INSURANCE COMPANY from this date.
ALEC. KIENE, [1059]
Hongkong, 20th September, 1902.

TO LET.
MEIRION No. 2, the Peak, 6-Room House near the Flagstaff; from 15th October, 1902.
Apply to
E. JONES HUGHES. [1053]
Hongkong, 7th October, 1902.

HONGKONG, 7th October, 1902. [1054]

DISTILLERS BY APPOINTMENT TO



HIS MAJESTY THE KING.

THE TWO POPULAR SCOTCH WHISKIES

ARE THE CELEBRATED "HOUSE OF COMMONS"

Better known as "Black and White"

(White Seal)

AND

BUCHANAN BLEND

(Red Seal)

Sole Agents:

LANE, CRAWFORD & CO., HONGKONG.



Shipping—Steamers.

OCEAN STEAM SHIP CO. LIMITED.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	16th October, 1902.
"	"PATOCLOS"	14th "
"	"STANTOR"	30th "
"	"TANTALUS"	8th November, "
"	"ALCINOUS"	13th "

HOMEWARDS.

FOR LONDON.

FROM	STEAMERS	DUE
"NESTOR"	"	14th Oct., 1902.
"ACHILLES"	"	28th "
"MENELAUS"	"	11th Nov., "
"AGAMEMNON"	"	25th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).		
"MACHAON"	"	15th Oct., 1902.
"DEUCALION"	"	20th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

FROM	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"CHINKIANG"	8th October.
MANILA	"SUNGKIANG"	9th "
TIENSIN	"KWEIYANG"	11th "
SHANGHAI	"HUNAN"	11th "
CEBU and ILOILO	"KAIFONG"	18th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. § See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	29th October.
"	"TEENKAI"	19th November.
"	"MOYUNE"	27th November.
"	"OOPACK"	10th December.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS	"YANGTZE"	31st October.
NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1902.

[936d]

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between
HONGKONG AND PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

STEAMERS	TO SAIL
"INDRAVELLI"	Oct. 24.
"INDRAPURA"	Nov. 14.
"INDRASAMHA"	Dec. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.
For Freight, apply to
THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th October
FOR TAMSUI	"DAIJIN MARU"	T. Oyata	SUNDAY, 12th October.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th October.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 19th October.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.
For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.
T. ARIMA, Manager.

Hongkong, 6th October, 1902.

[1379c]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

STEAMERS	TO SAIL
"TAIYUAN"	23rd Oct.
"TAIYUAN"	15th Nov.
"OHANGSHA"	8th Dec.
"OHANGSHA"	29th Dec.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and provisions during the entire voyage. Duly qualified European Surgeons carried.
BUTTERFIELD & SWIRE,
Agents, G. N. Co., Ltd.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain S. N. John George will be despatched for the above Ports, on THURSDAY, the 23rd instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1902.

[1046d]

Shipping.

STEAMERS.

FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship

"SAVOIA."

Captain Rebbelmund, will be despatched for the above Ports TO-MORROW, the 8th instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th October, 1902. [1036d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Modzins, will be despatched for the above Ports, on THURSDAY, the 9th instant, at Daylight.

For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 6th October, 1902. [1048d]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 22nd September, 1902. [1039d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE," About 12th Oct.

"LOTHIAN," 20th Oct.

"LOWTHER CASTLE," 30th Oct.

"BORDER KNIGHT," 15th Nov.

"ORONO," To follow.

"CROYDON," To follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 30th September, 1902. [1339d]

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW."

3287 Tons Gross Register will be despatched for ODESSA, via Ports of Call on or about 15th October.

For Freight and further Particulars, apply to

BRADLEY & Co., Agents.

Hongkong, 13th September, 1902. [1050d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENARRY."

Captain Holmes, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 25th September, 1902. [1003d]

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENLARIQ."

Captain Krole, will be despatched as above on or about MONDAY, the 20th October.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th September, 1902. [1018d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE."

Captain Meozzi, will be despatched as above on TUESDAY, the 21st of October, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Princes' Buildings.

Hongkong, 29th September, 1902. [946d]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—

WATKINS, LIMITED, APOTHECARIER HALL, 66, Queen's Road Central, Hongkong.

[1046d]

Consignees.

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 7th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st October, 1902. [1027d]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA."

Captain Jäger, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 1st October, 1902. [1025d]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BORDER KNIGHT," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd October, 1902. [1033d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"C. IUSAN"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days of the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 2nd October, 1902. [1033d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 10th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 3rd October, 1902. [1034d]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF Cargo from London ex a.s. Douro, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 4th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 11th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th instant, or they will not be recognized.

All damaged packages will be examined on SATURDAY, the 11th instant, at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th October, 1902. [1004d]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 1st October, 1902. [1034d]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "HAMBURG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. TO-NIGHT.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 9th instant, at 9.30 A.M.

All Claims must reach us before the 12th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 3rd October, 1902. [1035c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

Gentlemen's

Outfitting

Department

Open in October.

28, Queen's Road

Opposite

Hongkong Hotel.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

Gentlemen's

Outfitting

Department

Open in October.

28, Queen's Road

Opposite

Hongkong Hotel.

NOVELTIES.

A FINE ASSORTMENT OF PARISIENNE HAT PINS
IN ALL THE NEWEST DESIGNS.

THE LARGEST AND BEST SELECTION OF LACE COLLARS AND
SCARVES IN THE COLONY.

NOVELTIES IN CHARMS, PASTE AND ROLLED GOLD
BROOCHES, &c. ART WAIST BELT CLASPS.

CHIFFONS, MUSLINS, ETC., ETC.

NEW ENGLISH SPITALFIELD SILKS IN BEAUTIFUL COLOURS.

GLOVES.

OUR STOCK OF LADIES' GLOVES HAS NOW ARRIVED. SELECT EARLY AND
THUS INSURE HAVING THE BEST OF THIS FINE STOCK.

LINEN DEPARTMENT.

PLAIN, FRILLED AND HEM-STITCHED LINEN PILLOW CASES.
EMBROIDERED COVERLETS AND BEDSPREADS. WIGAN SHEETINGS.
FINE TABLE LINEN IN LARGE VARIETY OF QUALITIES.
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

DRESSMAKING DEPARTMENT

AT 34, QUEEN'S ROAD.

This section of our business is a new venture and has met with extraordinary success during the past 11 months.
All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.
We intend making this department a specialty and ladies will do well to give us a trial.
Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most
Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.
Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.
Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is
necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

September 30th.

R. G. HECKFORD
MANAGER